U.S. DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT

TECHNICAL NOTE

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Bureau of Land Management U.S. DEPARTMENT OF THE INTERIOR

FORD TRUCKS - PARTS AND SERVICE RECOMMENDATIONS, part I

4 SPEED TRANSMISSION AND 4 WHEEL DRIVE TRANSFER CASE LUBRICATION - 1968-1969 F100/360, F100/250 4 x 4, P350/500, P3500/5000 and U100

S.A.E. 50 engine oil is used for the initial fill and refilling of 4 speed transmissions and 4 x 4 transfer cases. If cold weather transmission and/or transfer case hard shifting is encountered, the S.A.E. 50 engine oil should be drained and "Winter type" S.A.E. 30 engine oil added. Change the lighter weight S.A.E. 30 engine oil back to S.A.E. 50 weight when the ambient temperature is above 30° above zero.

VISUAL APPEARANCE OF "DOG TRACKING" - 1965 Through 1969 F-100 4 x 2

A visual appearance of "Dog Tracking" (vehicle moving in a sideward fashion) on the subject units, is caused by the front tread width being approximately four (4) inches wider than the rear tread. This results in each rear tire tracking about two (2) inches inside the front tire.

When driving behind one of these vehicles and sighting down one side, the front wheel outboard of the rear wheel gives an optical impression of vehicle sideward travel, with respect to the road.

The difference in tread width and/or the visual appearance have no effect on vehicle handling or tire life. It is suggested that should a driver bring this condition to your attention, he be informed of the normal vehicle attitude front to rear.

DRIVELINE VIBRATION (REAR DRIVESHAFT ONLY) - 1968 & '69 F-100 4 x 4

Driveline vibration above 40 mph attributed to the rear driveshaft can be corrected by installing a new design rear driveshaft assembly. The new driveshaft incorporates a larger tube and should be installed in accordance with the following table:

New Part	Tube Description	Application
C9TZ-4602-J	3.5" x .065" x 53.40"	114.8" W.B. with Ford rear axle.
C9TZ-4602-K	3.5" x .065" x 50.75"	114.8" W.B. with Dana rear axle.
C9TZ-4602-L	3" x .065" x 44.80"	131" W.B. with Ford rear axle.
C9TZ-4602-M	3" x .065" x 42.18"	131" W.B. with Dana rear axle.

PARKING BRAKE LEVER WITH LOCKING MECHANISM - 1969 and Prior Model Econoline

A parking brake lever (C8UZ-2A711-C) providing a locking mechanism in the applied position was effective in production approximately July, 1968. Previous models may be equipped with the new assembly if desired for a more positive engagement than provided by the earlier design. The following replacement and operating instructions should be used:

1. Open hood and position support.

2. Open door and cover seat.

3. Back off adjusting nut at a equalizer and remove spring to relieve tension on cable.

4. Remove (3) windshield wiper motor mounting bracket bolts and (2) nuts and position mounting bracket and motor inside for access to the hand brake control bracket retaining bolts.

5. Remove (2) bolts retaining hand brake control to dash panel.

6. Remove (2) nuts and bolts retaining control to instrument panel flange.

7. Remove cable clamp retaining screw and remove cable from control assembly. Discard control.

8. Position cable assembly in new P.B. control and install clamp retaining screw.

9. Position control assembly to instrument panel flange and install bolts and nuts to retain.

10. Install (2) bolts dash panel to control.

11. Position windshield wiper motor and bracket assembly to dash panel and install remaining bolts and nuts.

12. Connect spring and adjust parking brake cable tension at the equalizer to obtain specified cable tension (includes install and remove tension gauge) E100/200:275-315 lbs.;E300:200-240 lbs.

13. Remove cover and close door.

14. Release support and close hood.

OPERATING INSTRUCTIONS: Application - Grasp handle of lever and pull upward (without applying pressure to the lock mechanism until the lever travels to the over-center full on position, horizontal). Figure 1 Release - Depress the lock release with the left hand thumb. Push lever downward to the vertical position. Figure 2.

CAUTION: Do not force the lever down without depressing the lock release; otherwise the lock will become damaged, rendering it ineffective in the applied position.

Figure 1

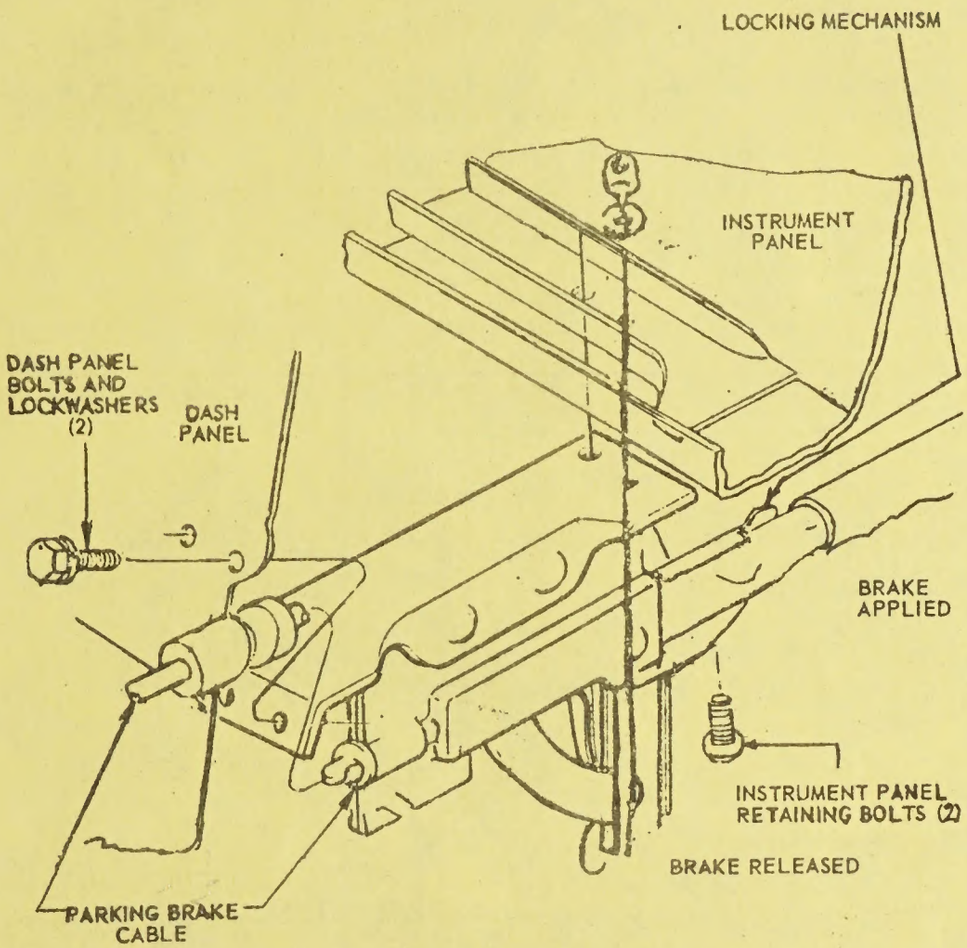
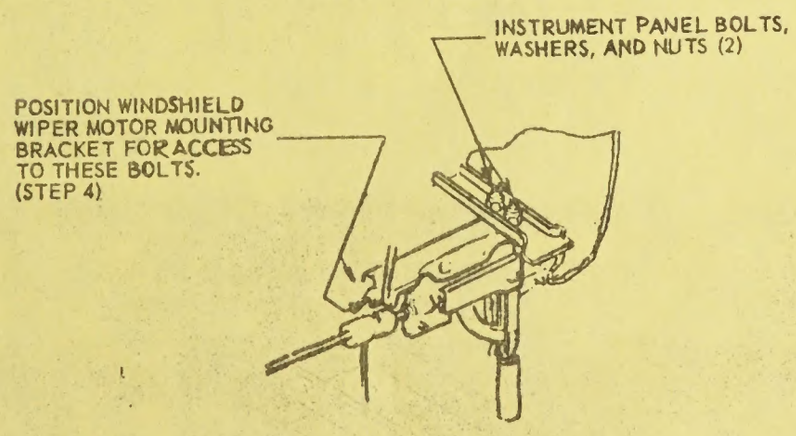


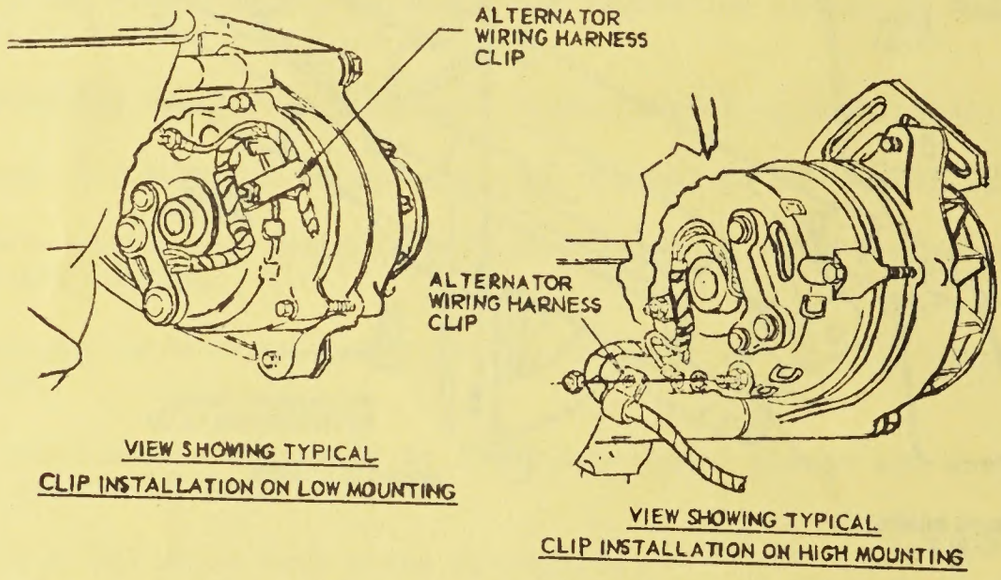
Figure 2



ALTERNATOR WIRING - All Cars and Light Trucks Equipped with V-8 Engines

A plastic coated metal clip is used to hold the alternator wiring harness to the alternator (See Figure 3). If the plastic coating does not satisfactorily cover the edges of the clip, it is possible for the wiring harness to become chafed and shorted on the clip.

During vehicle predelivery inspect the alternator harness clip to assure that it is adequately coated and is not cutting into the alternator harness. If clip replacement is required, use new nylon clip, Part No. 376188-S.



Alternator Wiring Harness Clip Location

Figure 3